BookletChart™

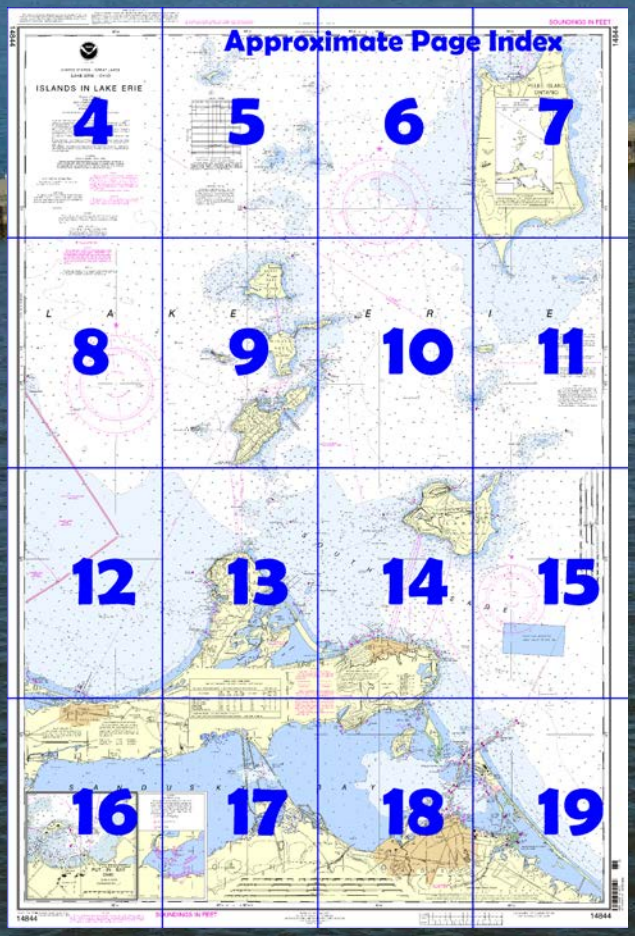
Islands in Lake Erie

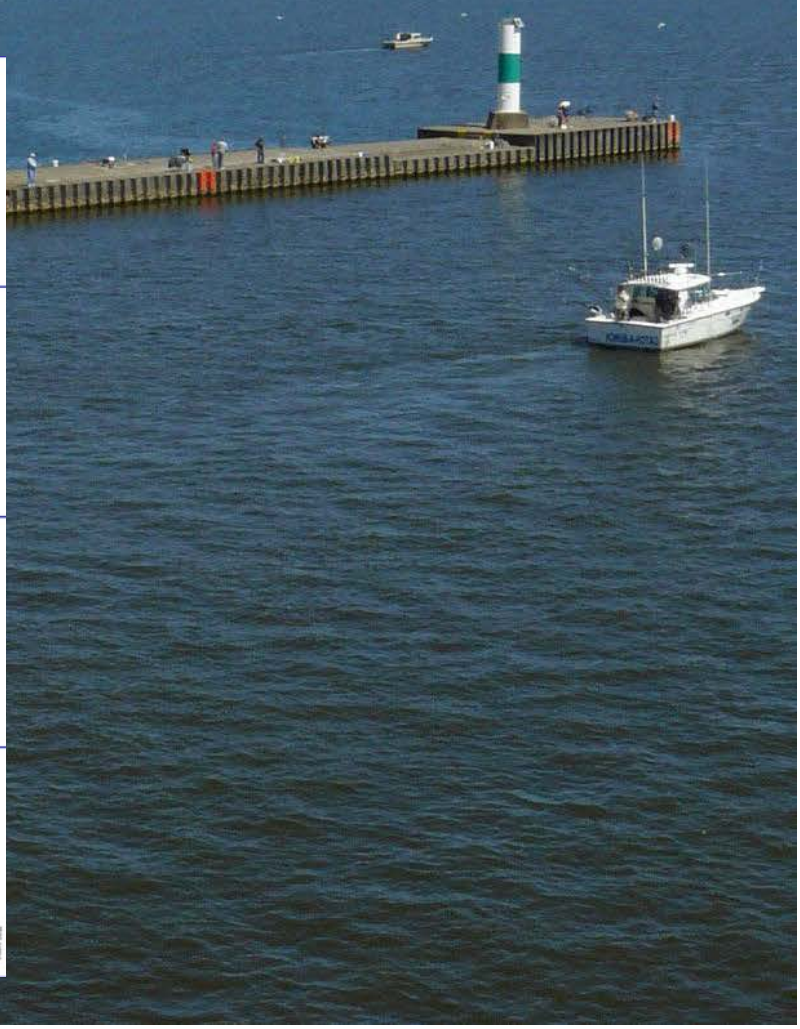
NOAA Chart 14844

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*





Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14844.

(Selected Excerpts from Coast Pilot)
Sandusky Harbor, serving the city of **Sandusky, OH,** is in the southeast part of Sandusky Bay about 50 miles west of Cleveland. The harbor is a major shipping point for coal. Sand, gypsum, and fish are also handled. The harbor is an excellent natural harbor of refuge for small craft. An unmarked **dumping ground** with a least reported depth of 30 feet is 2.7 miles north of Sandusky Harbor entrance channel.

Prominent features.–A large amusement park on Cedar Point, brightly lighted at night, is conspicuous. The most prominent object in the park is the 330-foot observation tower on the east side of Cedar Point, 0.9 mile from the N extremity. The Erie County Courthouse lighted clock tower in the city is also prominent.

Sandusky Harbor Breakwater Light (41°29'57"N., 82°40'29"W.) 30 feet above the water, is shown from a white cylindrical tower with a green band on the outer end of the jetty that extends northeast from Cedar Point. A sound signal, which is manually activated by keying the microphone five times on VHF-FM channel 79, is at the light.

Channels.–The harbor is entered from Lake Erie through a dredged entrance channel that leads southwest from deep water in the lake along the northwest side of a jetty extending northeast from Cedar Point. Inside Cedar Point, the channel turns south-southwest across Sandusky Bay. About midway across the bay, the channel divides with the deeper channel leading W then S along a deep-draft wharf to a turning basin at the southwest corner of the harbor. The shallower channel continues south-southwest to a channel leading W along the Sandusky docks to the turning basin.

The dredged channels are marked by lighted and unlighted buoys and lighted ranges. The lighted clock tower of the Erie County Courthouse is prominent on the line of **017°** Inner Range which marks Upper and Lower Straight Channels.

Federal project depths are 26 feet in Moseley Channel, 25 feet in the Upper Straight Channel and Upper Bay Channel, 24 feet in Lower Bay Channel and the turning basin, 22 feet in Dock Channel, and 21 feet in Lower Straight Channel. (See Notice to Mariners and latest edition of charts for controlling depths.)

It is the recommendation of the Lake Carriers' Association that, at the junction of the straight channel and the bay channel, the master of an outbound vessel should slow down if necessary to avoid meeting vessels at the intersection. This recommendation should not be construed as relieving the inbound vessel of the obligation to exercise due caution in approaching the intersection.

Anchorages.–A special anchorage is in a basin on the east side of Sandusky Bay about 1.3 miles southeast of the entrance. (See **33 CFR 110.1 and 110.83a,** chapter 2, for limits and regulations.)

Dangers.–In 1977, it was reported that the jetty extending NE from Cedar Point is partially submerged during periodic high water conditions.

Caution.–A submarine cable crosses the inner end of Moseley Channel; vessels are cautioned not to drag anchor in this area.

Fluctuations of water level.–In addition to the fluctuations of level that affect Lake Erie somewhat uniformly, strong winds produce abnormal fluctuations in Sandusky Bay. In combination with prevailing high or low water, these abnormal fluctuations may reach a maximum effect of 6 feet above or 2½ feet below Low Water Datum.

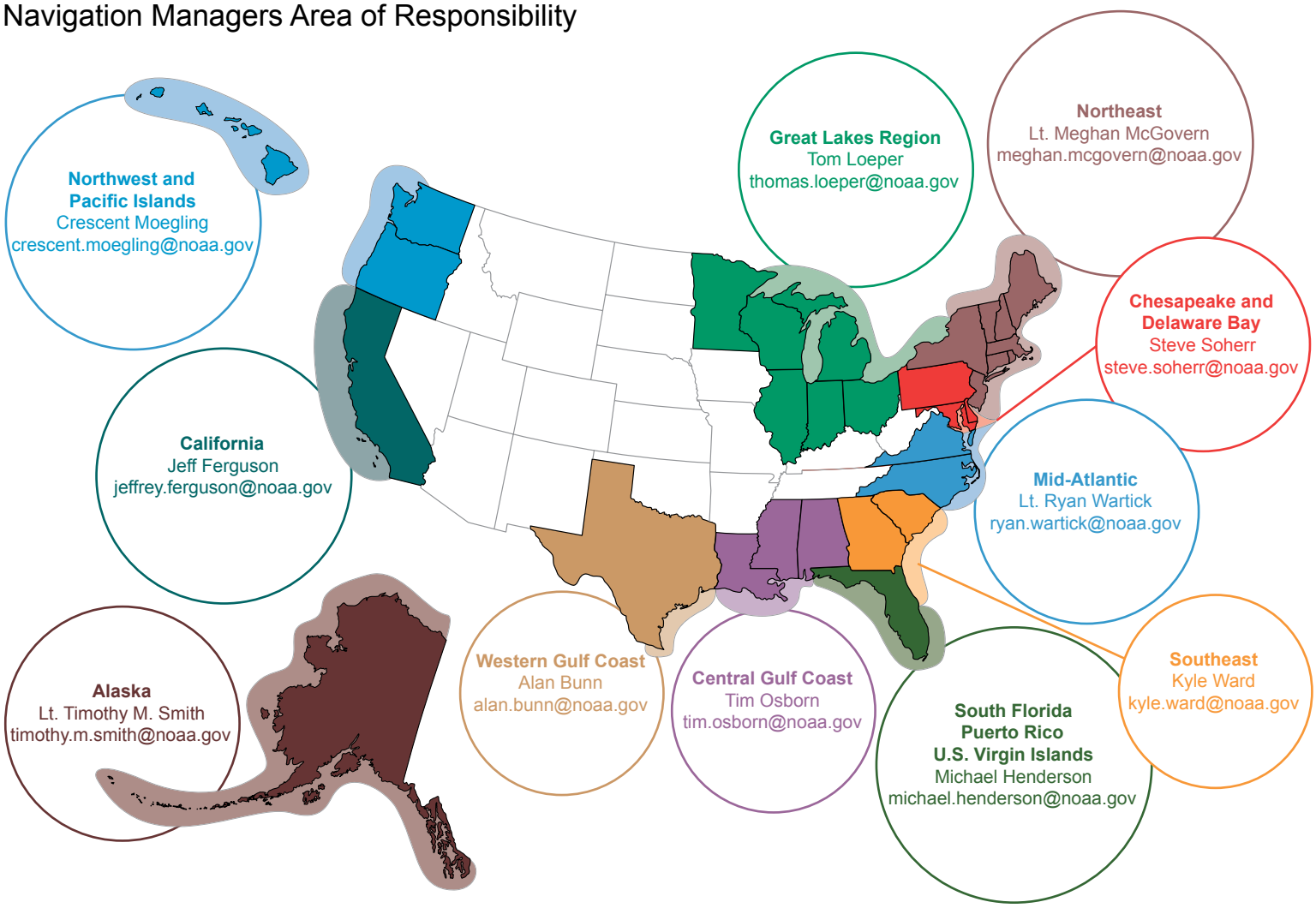
Towage.–Tugs for Sandusky are available from Cleveland or Toledo. (See Towage under Cleveland and Toledo.)

Wharves.–Sandusky has numerous waterfront facilities along the south side of the harbor, but only a few deep-draft facilities. (For a complete description of the port facilities, refer to Port Series No. 42, published and sold by the U.S. Army Corps of Engineers. See Appendix A for address.) The alongside depths given are reported depths. (For latest depths, contact the operator.) Rail, highway, water, and electrical shore-power connections are available at the berths except at the Erie Sand and Gravel Co., Salt Dock where only highway connections are available.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Cleveland	Commander 9th CG District Cleveland, OH	(216) 902-6117

Navigation Managers Area of Responsibility

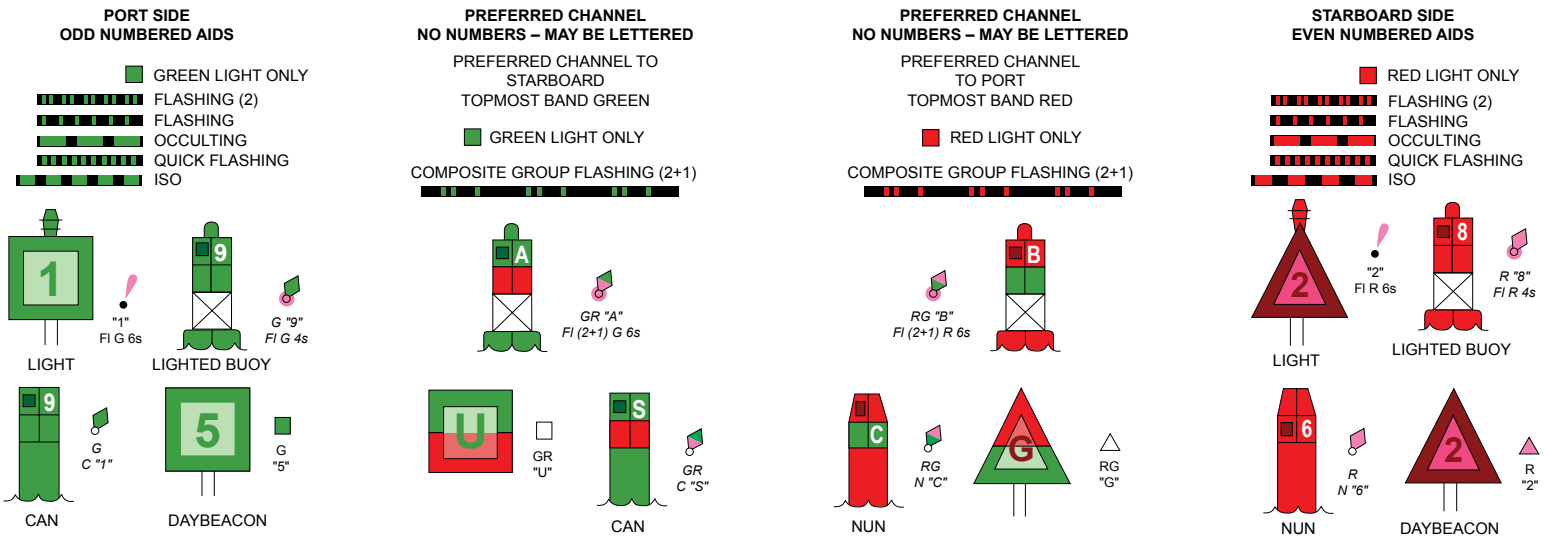


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Sailing courses and limits inc
the Lake Carriers Association a

14844

82°55'

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

UNITED STATES - GREAT LAKES

LAKE ERIE - OHIO

ISLANDS IN LAKE ERIE

Polyconic Projection
Scale 1:40,000
North American Datum of 1983
(World Geodetic System of 1984)
SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....569.2 ft
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).
SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.
AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian list of Lights, Bouys, and Fog Signals for information not included in the U.S. Coast Guard Light List.
SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.
AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

CAUTION
POTABLE WATER INTAKE (PWI)

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot for important supplemental information.

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No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Buffalo, New York.

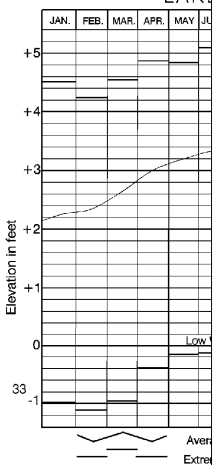
Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

North Harbour Island

LAKE



Low Water Datum, which levels shown on the above reference for the charted de below Low Water Datum, th ingly greater or lesser than

HORIZONT

The horizontal refer is North American Datu for charting purposes to the World Geodetic Geographic position American Datum of 19 average of 0.186" northw to agree with this chart

41° 45'

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Ⓟ Pump-out facilities

NOTE B

The area bounded by screen tint is a milita
controlled by the Federal Aviation Admi

Joins page 8

4

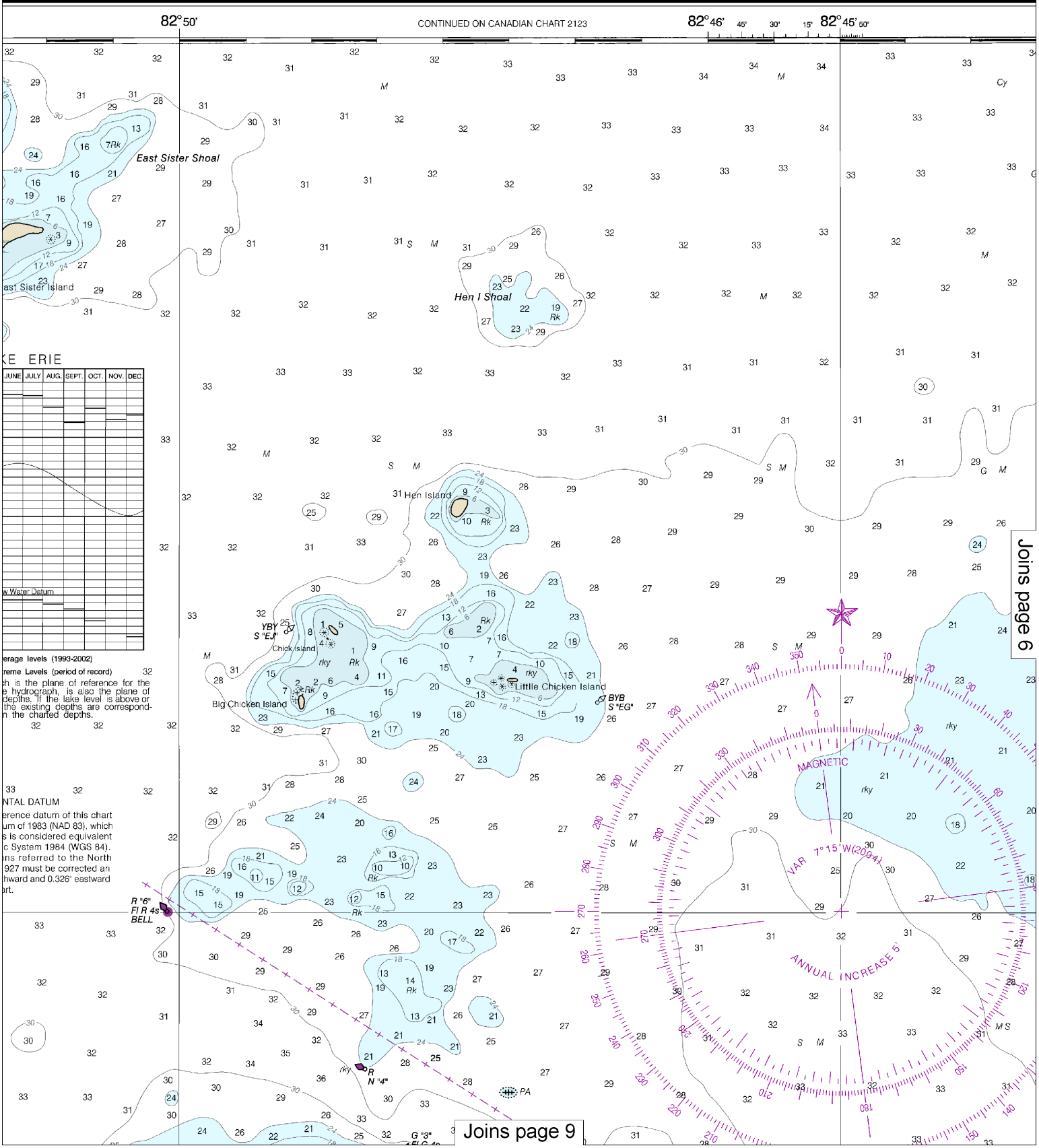
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

ts indicated in magenta are recommended by
tion and the Canadian Shipowners Association.

Formerly LS 364, 1st Ed., Sept.1912 KAPP 1206

82°50' CONTINUED ON CANADIAN CHART 2123 82°46' 45' 30' 15' 82°45' 50'

East Sister Shoal

East Sister Island

Hen I Shoal

Hen Island

Chick Island

Big Chicken Island

Little Chicken Island

YBY "EJ"

BYB "EG"

R "6" Fl R 4s BELL

R N "4"

PA

MAGNETIC

VAR 7° 15' W(2004)

ANNUAL INCREASE 5'

LAKE ERIE

MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.

Water Datum

Average levels (1993-2002)

Extreme Levels (period of record)

which is the plane of reference for the above hydrograph, is also the plane of ted depths. If the lake level is above or um, the existing depths are correspond- than the charted depths.

IZONTAL DATUM

reference datum of this chart Datum of 1983 (NAD 83), which oses is considered equivalent detic System 1984 (WGS 84). sitions referred to the North of 1927 must be corrected an northward and 0.326" eastward chart.

Joins page 5

Joins page 10

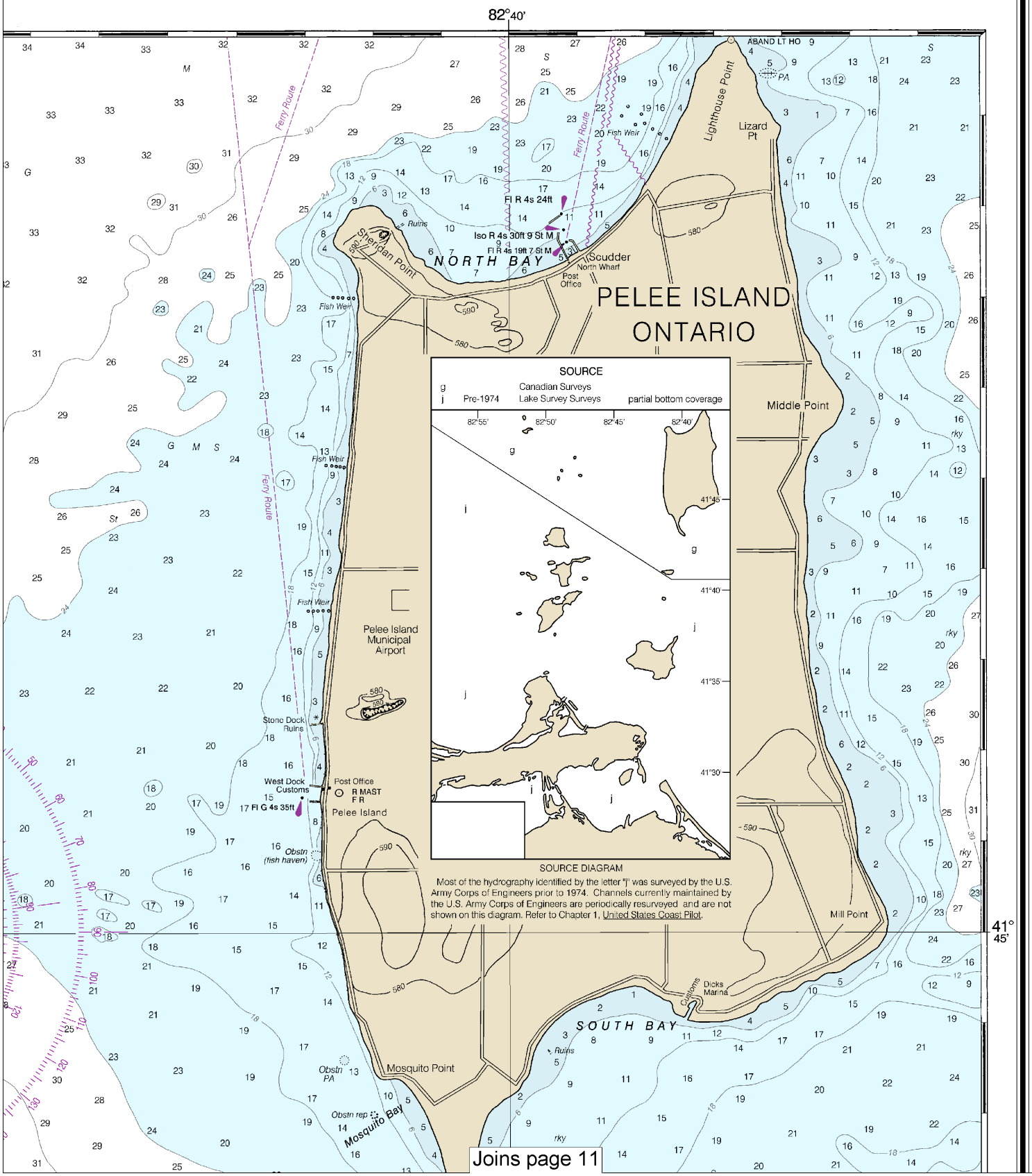
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles 1 ½ 0 1 2 3

Yards 1000 0 1000 2000 3000 4000 5000

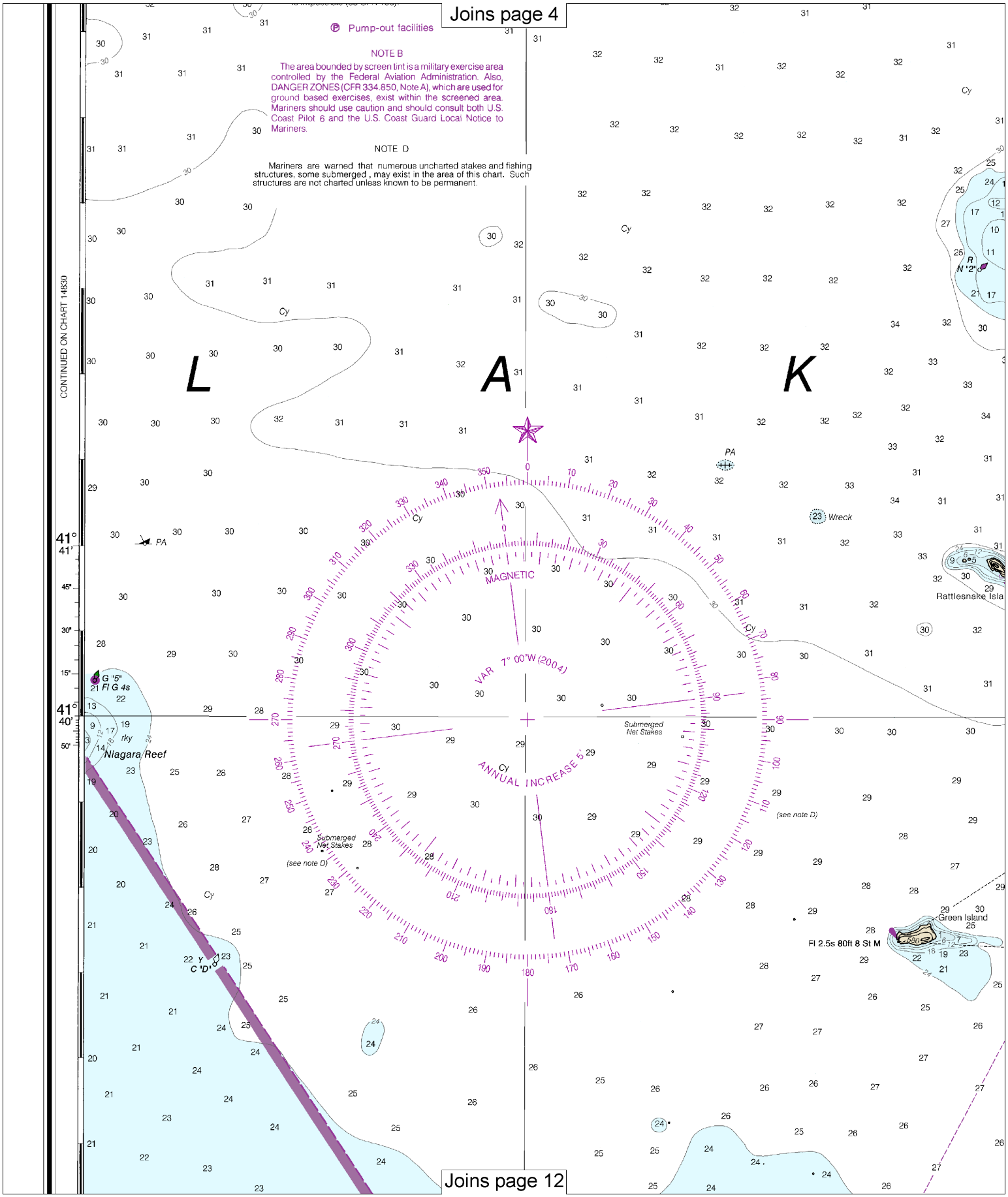
See Note on page 5.

Note: Chart grid lines are aligned with true north.



Joins page 11

Last Correction: 6/16/2016. Cleared through:
LNM: 2616 (6/28/2016), NM: 2716 (7/2/2016), CHS: 0516 (5/27/2016)



8

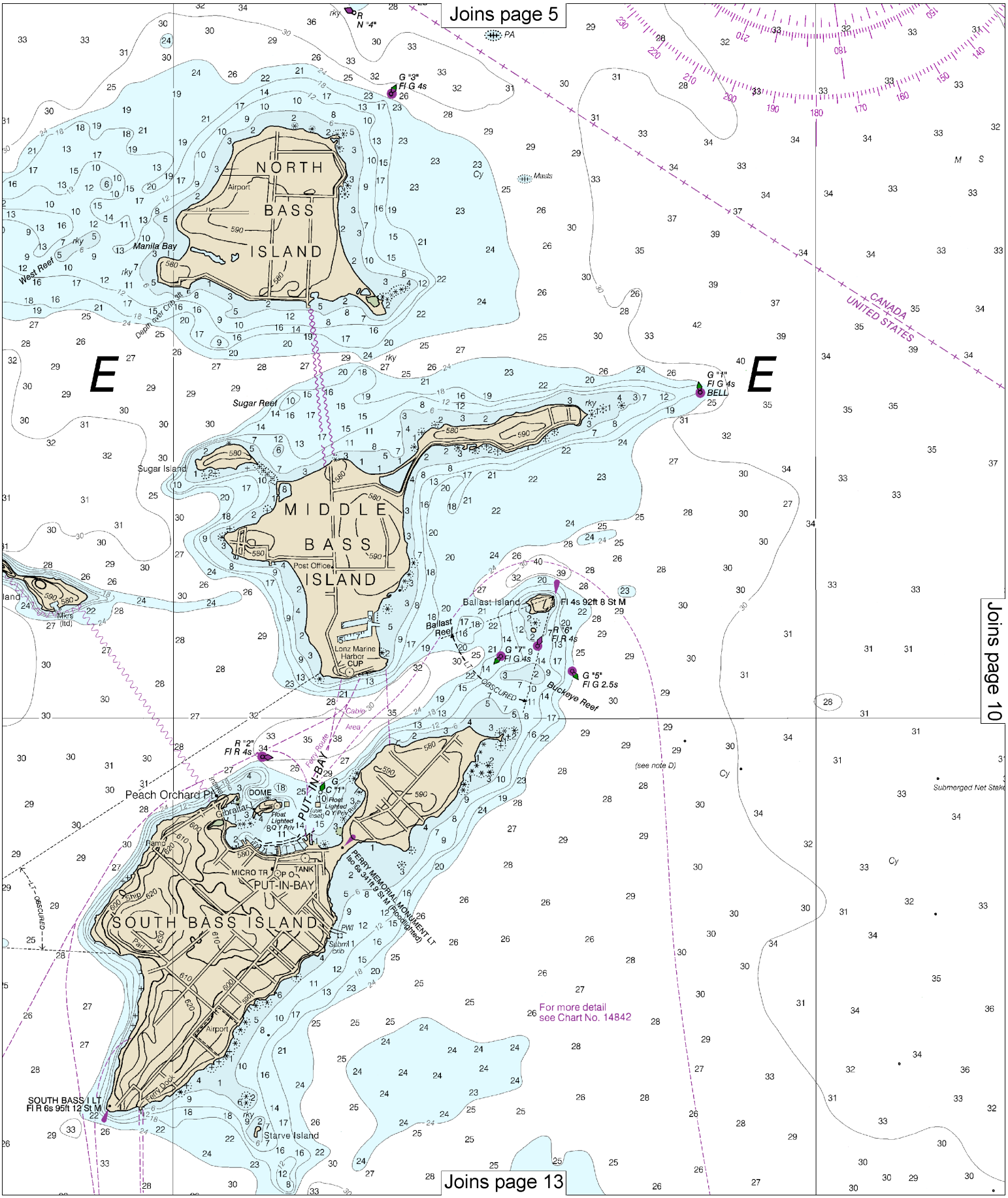
Note: Chart grid lines are aligned with true north.

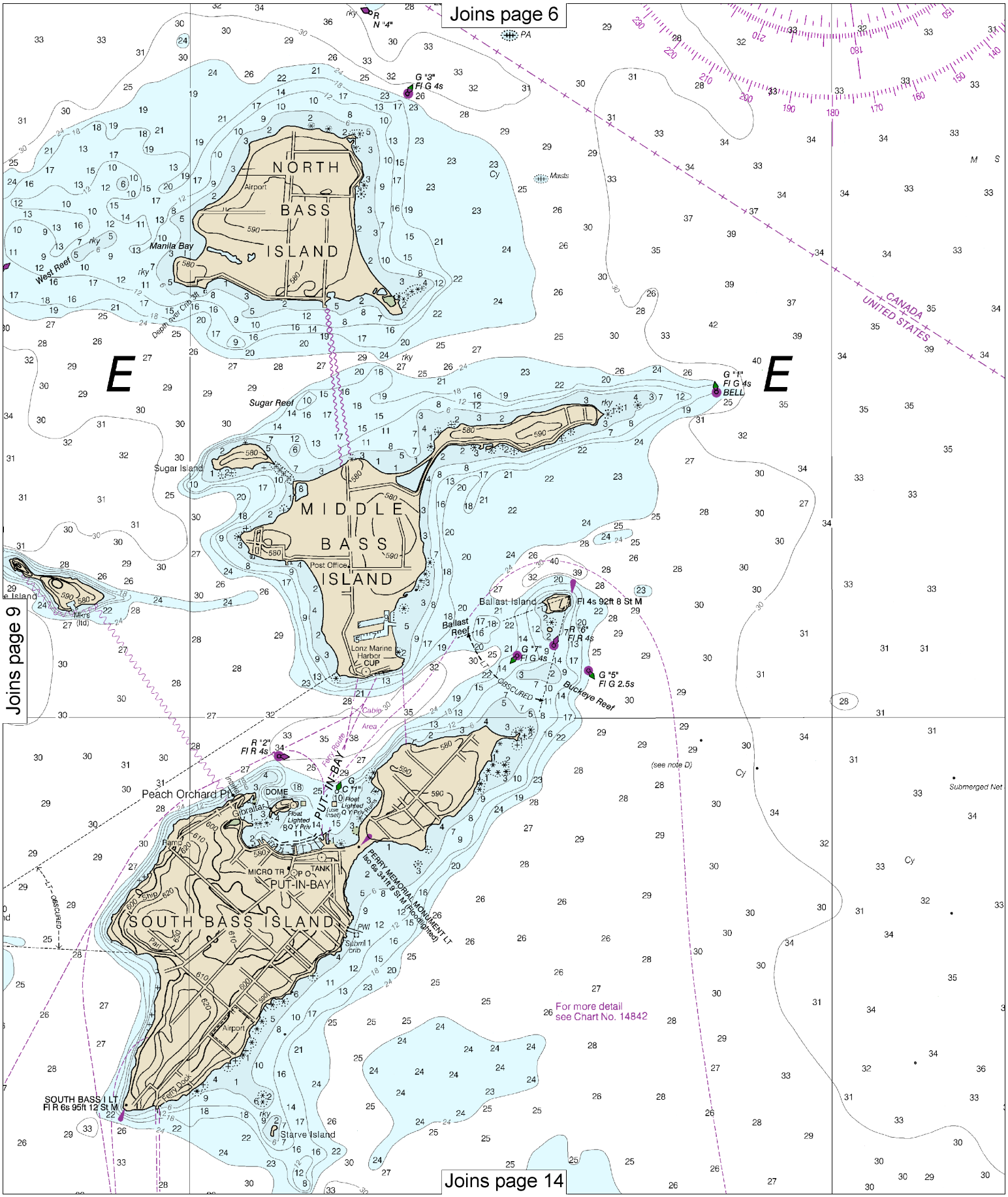
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 5
NORTH BASS ISLAND
Airport
Manila Bay
West Reef
Depth over Crib
Sugar Reef
Sugar Island
MIDDLE BASS ISLAND
Post Office
Lonz Marine Harbor CUP
Ballast Island
Fl 4s 92ft 8 St M
Ballast Reef
Buckeye Reef
OBSCURED
Cable Area
Fairway
Peach Orchard Pt
DOME
Gibraltar
Float Lighted
Ramp
MICRO TR
P O
TANK
PUT-IN-BAY
SOUTH BASS ISLAND
PERRY MEMORIAL MONUMENT LT
Submrl 1
Ferry Dock
SOUTH BASS I LT
Fl R 6s 95ft 12 St M
Starve Island
Masts
CANADA
UNITED STATES
(see note D)
Submerged Net Stake
For more detail
see Chart No. 14842
Joins page 10
Joins page 13



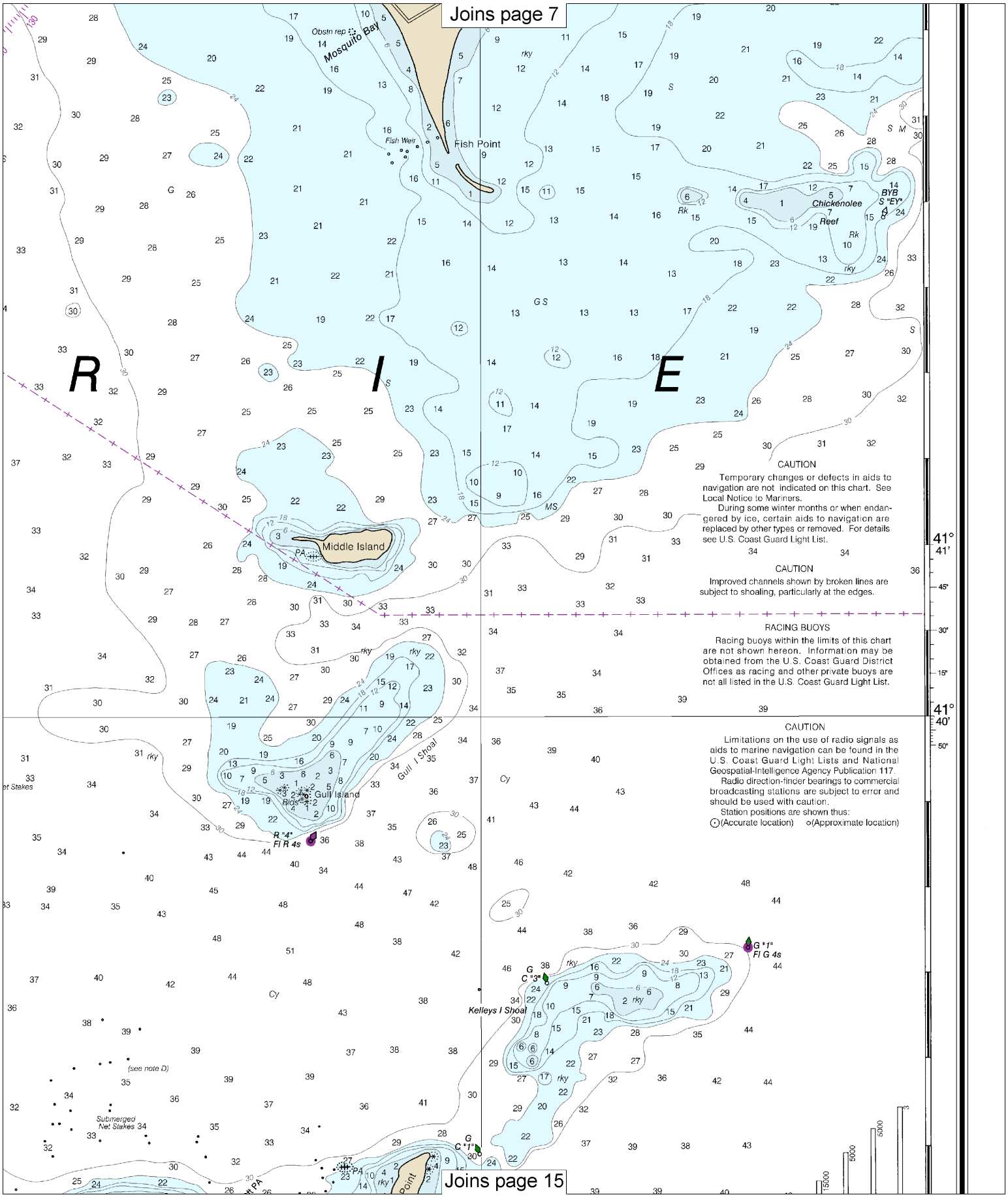
Note: Chart grid lines are aligned with true north.

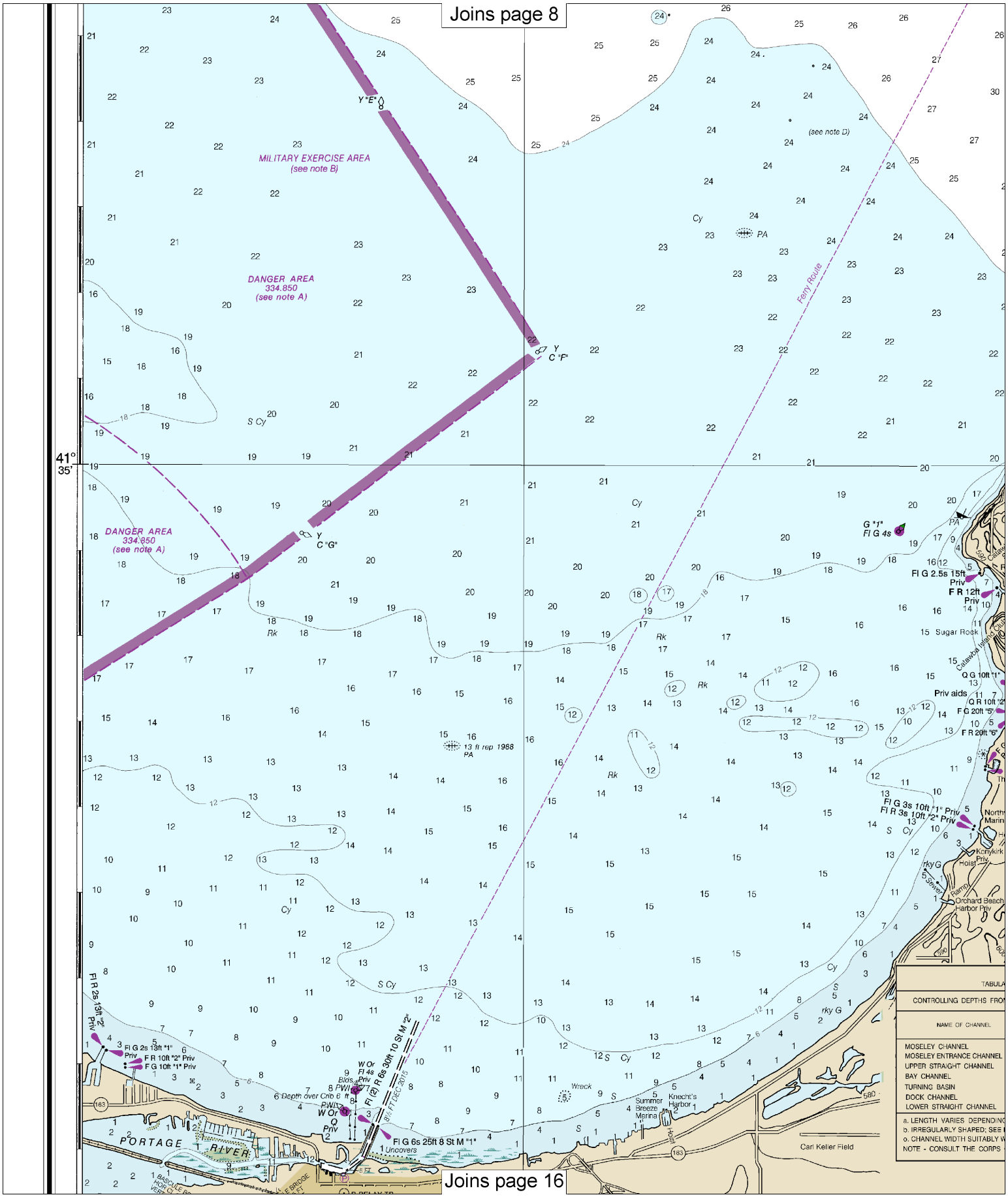
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
Mosquito Bay
Obstn rep
Fish Weir
Fish Point
Chickenolee Reef
BYB
S "EY"
Rk
rky
R I E
Middle Island
PA
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.
CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.
RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.
CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)
41°
41'
40'
Gull I Shoal
Gull Island
R "4"
Fl R 4s
Kelleys I Shoal
G "3"
G "1"
Fl G 4s
(see note D)
Submerged Net Stakes
Joins page 15



12

Note: Chart grid lines are aligned with true north.

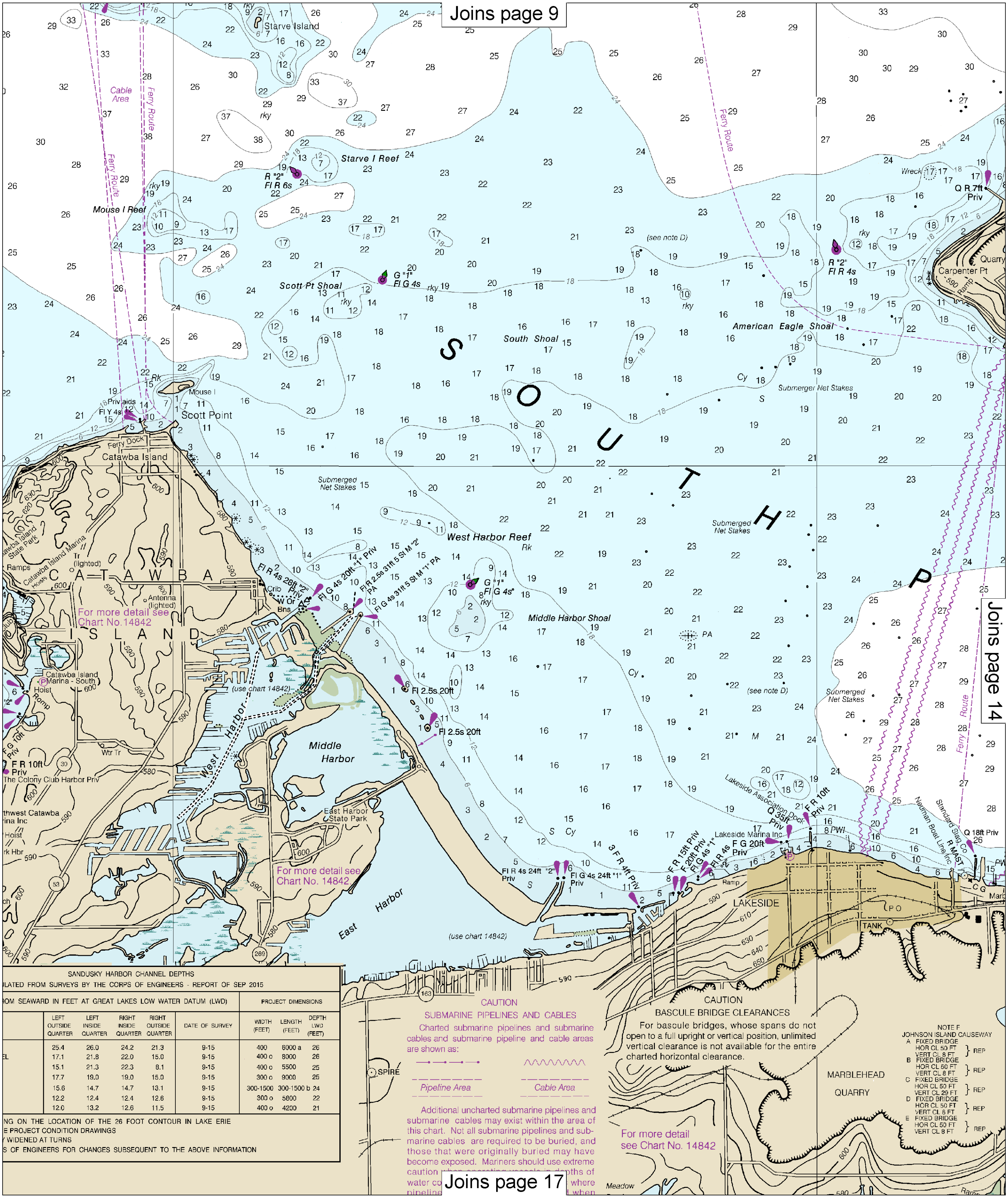
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 9



Starve Island
Starve I Reef
Mouse I Reef
Cable Area
Ferry Route
R "2" Fl R 6s
Scott Pt Shoal
G "1" Fl G 4s
South Shoal
American Eagle Shoal
R "2" Fl R 4s
Q R 7ft Priv
Carpenter Pt
Quarry
Submerged Net Stakes
(see note D)
S O U T H P
Mouse I
Scott Point
Priv aids
Fl Y 4s
Ferry Dock
Catawba Island
Catawba Island State Park
Catawba Island Marina
C A T A W B A
I S L A N D
For more detail see Chart No.14842
West Harbor Reef
G "1" Fl G 4s
Middle Harbor Shoal
Fl 2.5s 20ft
Middle Harbor
West Harbor
East Harbor State Park
East Harbor
(use chart 14842)
For more detail see Chart No. 14842
The Colony Club Harbor Priv
Catawba Island Marina - South
Lakeside Association Dock
Lakeside Marina Inc
F G 20ft Priv
Q 18ft Priv
Neuman Boat Line Inc
Standard Slag Co
LAKESIDE
TANK
Cy
PA
Wreck
rky
SANDUSKY HARBOR CHANNEL DEPTHS
...ULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2015
...NG ON THE LOCATION OF THE 26 FOOT CONTOUR IN LAKE ERIE
...E PROJECT CONDITION DRAWINGS
...Y WIDENED AT TURNS
...S OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
Pipeline Area
Cable Area
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water co... where pipeline... when
SPIRE
CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.
MARBLEHEAD QUARRY
For more detail see Chart No. 14842
NOTE F
JOHNSON ISLAND CAUSEWAY
A FIXED BRIDGE HOR CL 50 FT VERT CL 8 FT REP
B FIXED BRIDGE HOR CL 50 FT VERT CL 8 FT REP
C FIXED BRIDGE HOR CL 50 FT VERT CL 29 FT REP
D FIXED BRIDGE HOR CL 50 FT VERT CL 8 FT REP
E FIXED BRIDGE HOR CL 50 FT VERT CL 8 FT REP
Meadow

SANDUSKY HARBOR CHANNEL DEPTHS

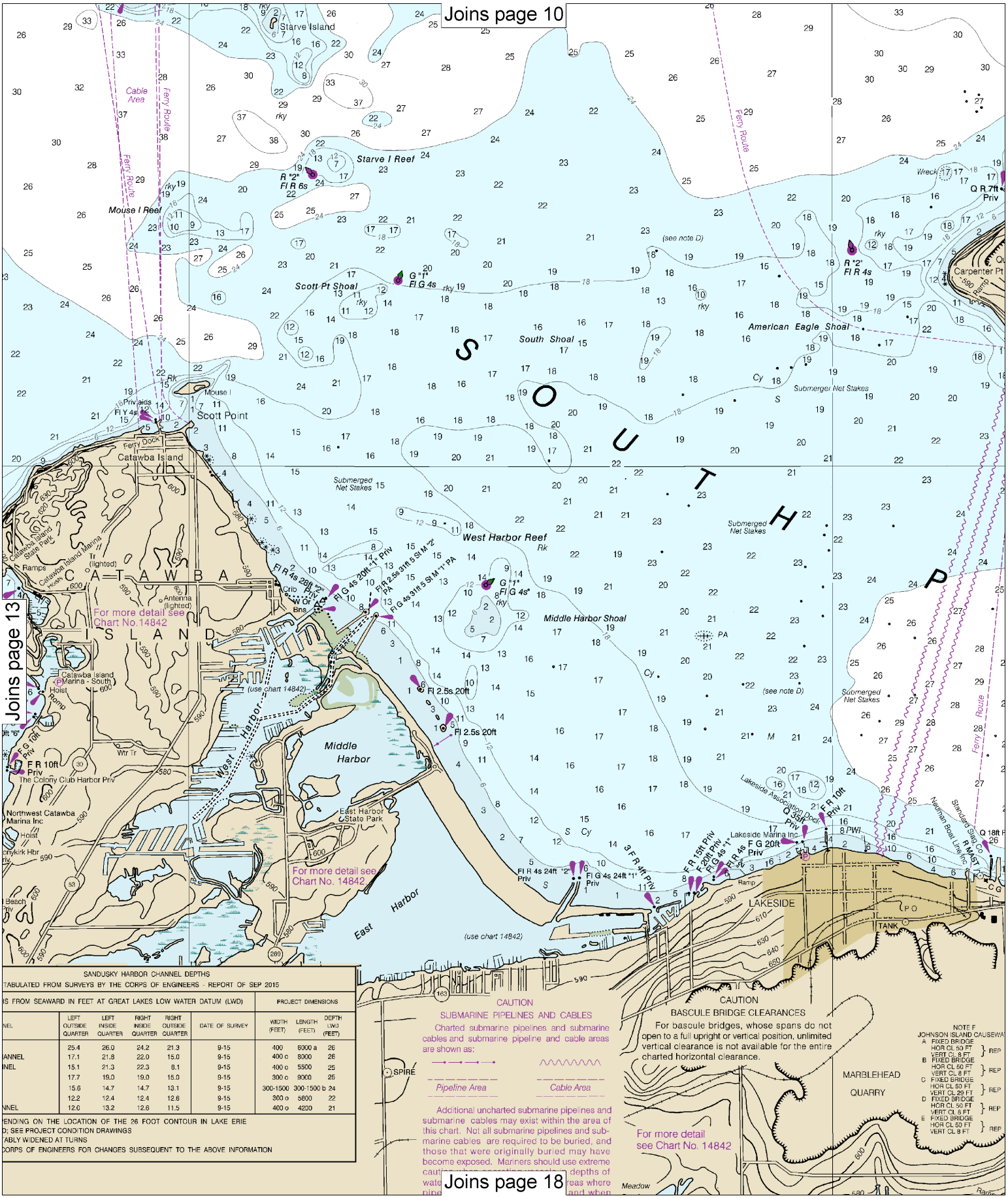
...ULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2015

...ROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)						PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (FEET)	DEPTH LWD (FEET)
	25.4	26.0	24.2	21.3	9-15	400	6000 a	26
...EL	17.1	21.8	22.0	15.0	9-15	400 o	8000	26
	15.1	21.3	22.3	8.1	9-15	400 o	5500	25
	17.7	19.0	19.0	15.0	9-15	300 o	9000	25
	15.6	14.7	14.7	13.1	9-15	300-1500	300-1500 b	24
	12.2	12.4	12.4	12.6	9-15	300 o	5800	22
	12.0	13.2	12.6	11.5	9-15	400 o	4200	21

...NG ON THE LOCATION OF THE 26 FOOT CONTOUR IN LAKE ERIE
...E PROJECT CONDITION DRAWINGS
...Y WIDENED AT TURNS
...S OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Joins page 14

Joins page 17



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

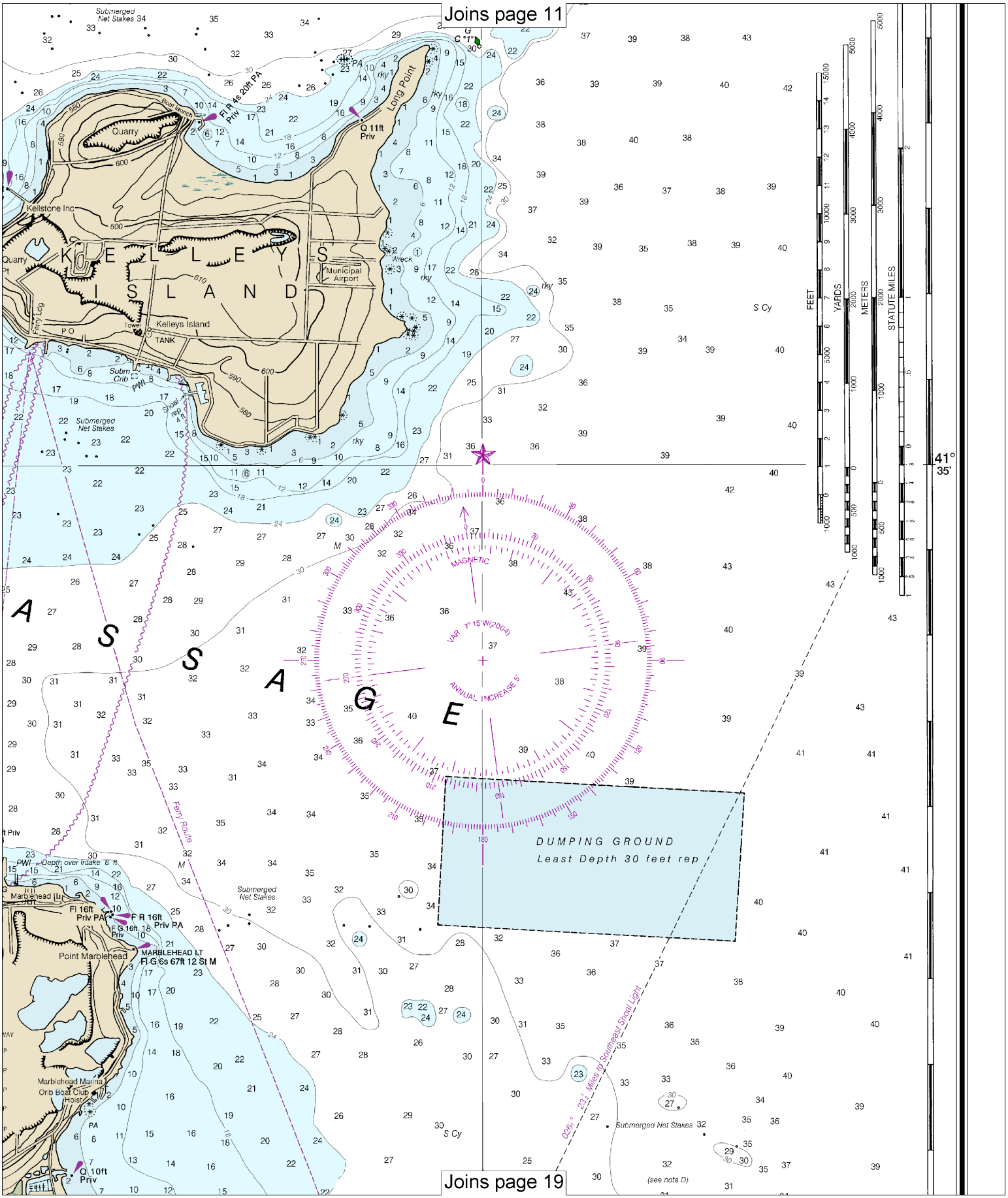
Nautical Miles

1 ½ 0 1 2 3

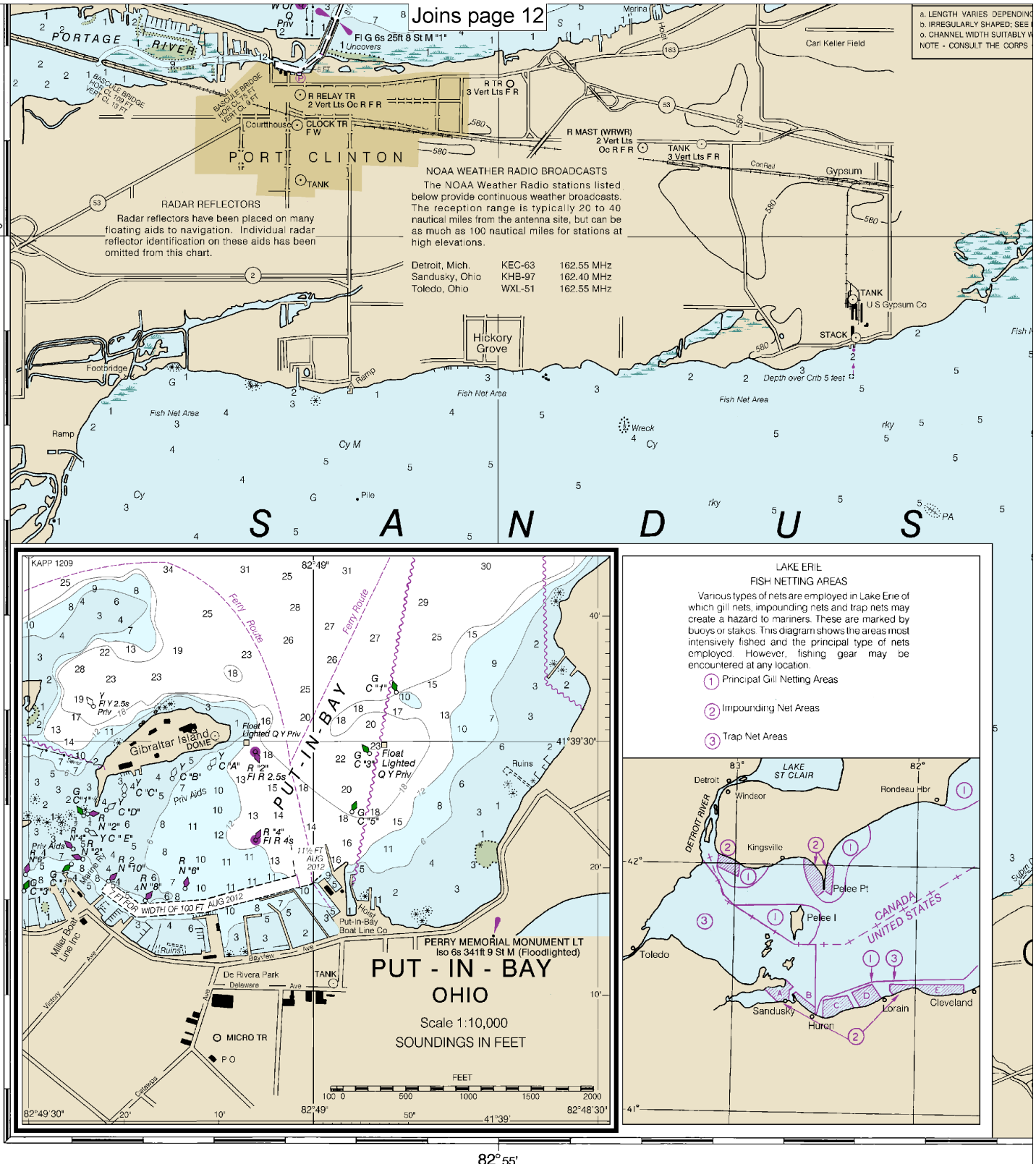
Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 11
KELLEYS ISLAND
ASSAGE
Long Point
Quarry
Kellstone Inc
Municipal Airport
Kelleys Island
Submerged Net Stakes
Boat Launch
Fl R 4s 20ft PA Priv
Q 11ft Priv
Wreck
Subm Crib
PWI
Shoal rep 4 ft
Ferry Log
Ferry Route
MAGNETIC
VAR. 7°15'W(2004)
ANNUAL INCREASE 6'
DUMPING GROUND
Least Depth 30 feet rep
Depth over Intake 8 ft
Marblehead Lt
Fl 16ft Priv PA
F R 16ft Priv PA
F G 16ft Priv
Point Marblehead
MARBLEHEAD LT
Fl G 6s 67ft 12 St M
Marblehead Marina
Orib Boat Club
Hoist
Q 10ft Priv
23.1 Miles to Southeast Shoal Light
026°
Submerged Net Stakes
S Cy
(see note D)
FEET
YARDS
METERS
STATUTE MILES
41° 35'
Joins page 19

Joins page 12



32nd Ed., Feb./ 04

14844

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency, the Canadian Department of Fisheries and Oceans, and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUNDINGS IN FEE

Last Correction: 6/16/2016. Cleared through:
LNM: 2616 (6/28/2016), NM: 2716 (7/2/2016), CHS: 0516 (5/27/2016)

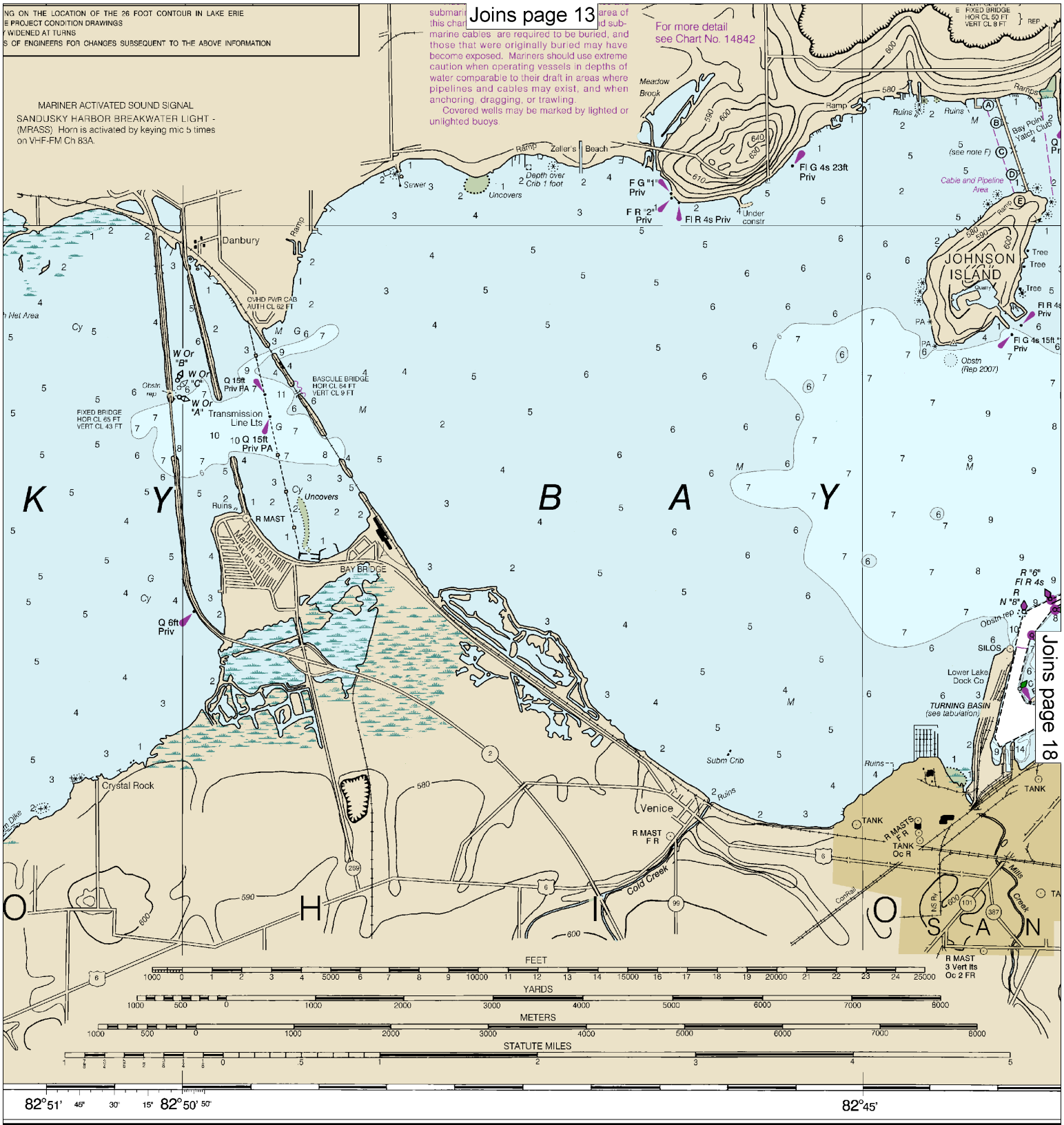
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

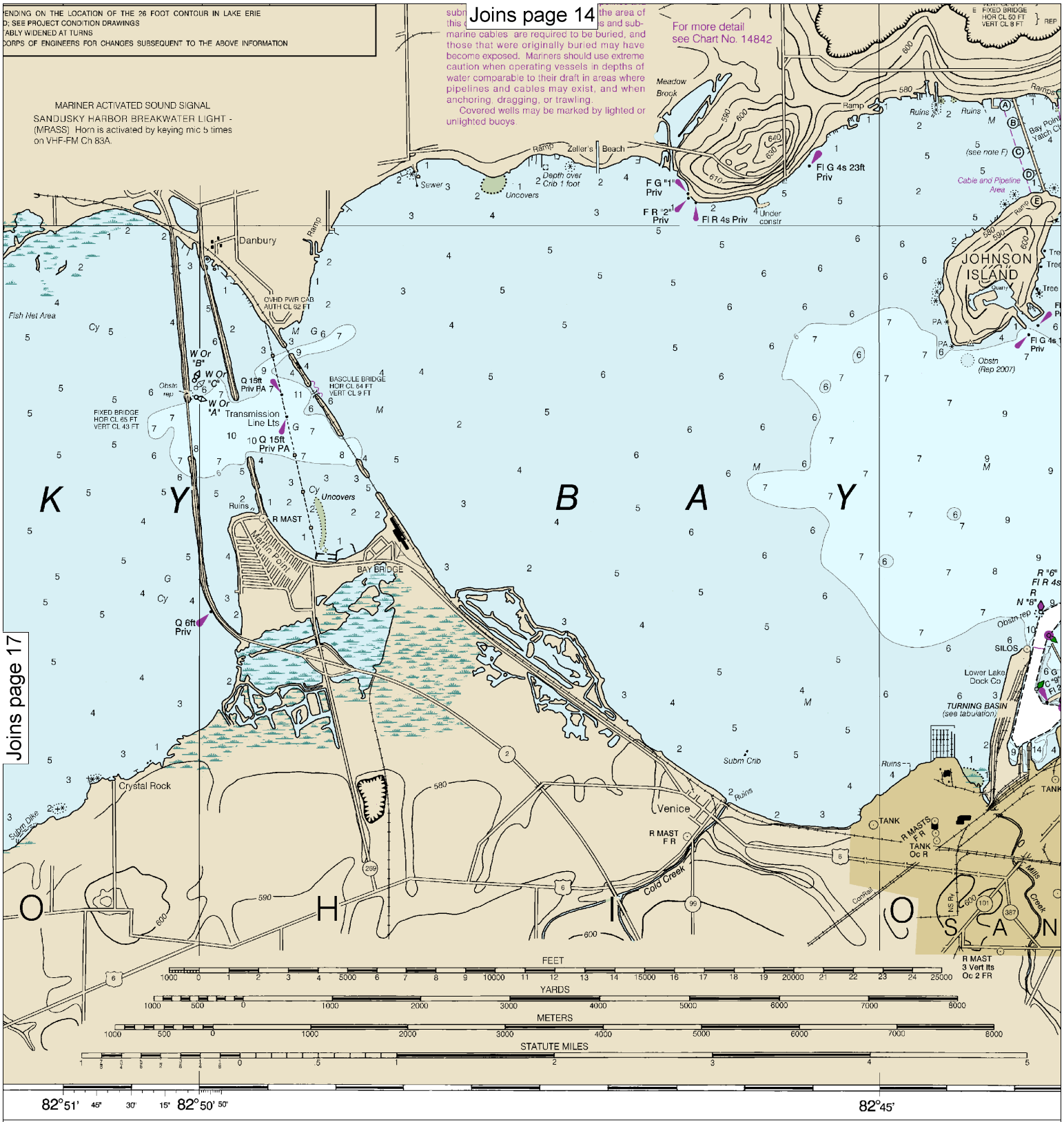
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



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Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

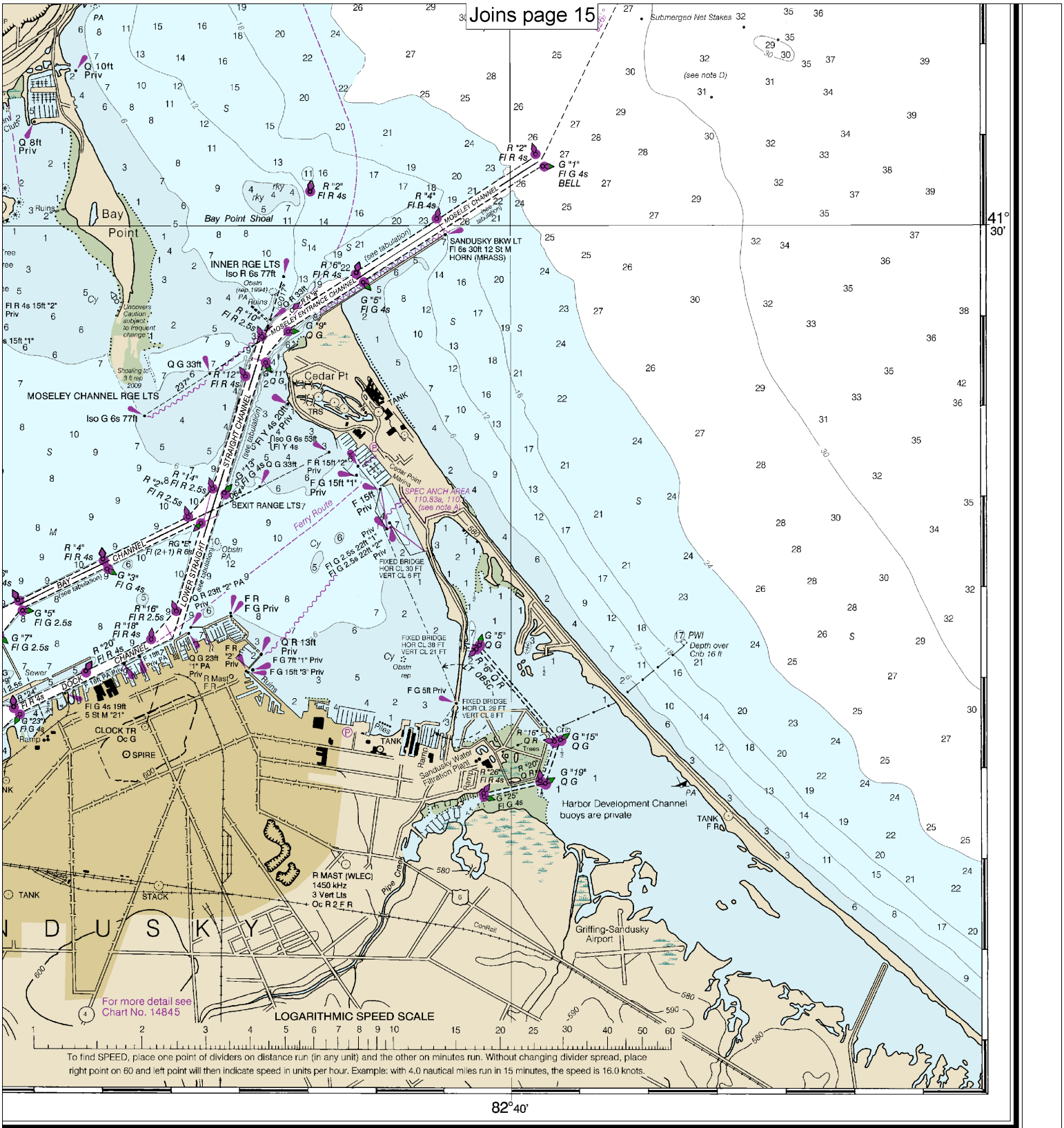
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Islands in Lake Erie

SOUNDINGS IN FEET - SCALE 1:40,000

14844

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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